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Imagery analysis report

Summary of Air Activity Jinan Military Region, China

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SUMMARY OF AIR ACTIVITY, JINAN MILITARY REGION, CHINA, [redacted] 25X1

ABSTRACT

1. (S/D) This report provides a summary of air-associated activity observed on imagery of Jinan Military Region, China, between [redacted] Included is information concerning the organizational structure, operational control, and status of airfields; air order-of-battle; significant construction; and air-related exercise activities, as well as, newly observed physical modifications of aircraft. This report contains location maps, tables, and annotated photographs. All unit numerical designators and subordination were obtained from reference document 1. 25X1

PART I. CHINESE AIR FORCE UNITS

Introduction

2. [redacted] Jinan Military Region (MR) Air Force Command (AFC) Headquarters, located in Jinan City and subordinate to the Chinese Air Force (CAF) Headquarters in Beijing, exercises operational control over four air divisions, one independent regiment, and one independent squadron. A CAF school, in Zhoucun, is directly subordinate to CAF Headquarters (Figure 1 and Table 1).

CAF 5th Division

3. [redacted] The CAF 5th Division, housed at two of Jinan MR's most active airfields in Gaomi and Weifang, carries a normal complement of two FANTAN A regiments and one regiment of FAGOT/FRESCO. Although the three regiments tentatively have been identified as the 13th, 14th, and 15th Regiments of the 5th Division, their exact regimental disposition by airfield and aircraft type has not been confirmed.

4. [redacted] Significant activity involving the CAF 5th Division included the return in March and April 1979 of the two FANTAN A regiments which had been deployed since January to south China (Guangzhou MR) during the Chinese incursion in February 1979 into the Socialist Republic of Vietnam (SRV). The two regiments of FANTAN A (one each from Gaomi and Weifang) supplied some 65 percent of the 115 total aircraft deployed from Jinan MR during the conflict. These 75 FANTAN A represented 22 percent of the 526 aircraft used for augmentation purposes within 200 nautical miles (nm) of the China-SRV border.[2]

5. ([redacted] Additionally, coverage of [redacted] revealed the presence of 21 FAGOT/FRESCO aircraft at Gaomi. Although three to four FAGOT/FRESCO are sometimes observed here, this increase was probably a temporary augmentation created in response to the Chinese air methodology developed for the SRV confrontation. The origination of these aircraft remains unclear; however, it is probable that they were deployed from Nanjing MR or were shifted intraregionally within Jinan MR.

6. [redacted] Other CAF 5th Division activities included a CSA-1 exercise, the modification of FARMER G aircraft at Gaomi, and the construction of command and control bunkers and other related changes in the physical facilities of the airfield. Discussion of the FARMER G modification and all construction-related activities within Jinan MR are outlined separately in this report. 25X1

7. (S/D) The CSA-1 exercise, observed underway at Gaomi on [redacted] and consisting of the equipment shown in Figure 2, was an anomaly for this airfield since no known SAM units are housed here. Coverage of [redacted] revealed that the exercise had been terminated and all SAM-related equipment removed from the airfield. Subsequent coverages during the reporting period have not indicated a return of the CSA-1 equipment to Gaomi. 25X1 25X1 25X1

CAF 12th Division

8. [redacted] Units of the CAF 12th Division are dispersed between two airfields, situated at Jinan and Gaomi. Principal components include the 34th, 35th, and 36th Fighter Regiments and one possible independent squadron. The 34th Regiment is at Gaomi (which also houses one regiment of CAF 5th Division fighters) and employs FARMER as its operational aircraft. Jinan Airfield presently supports the division headquarters element, the 35th (FAGOT/FRESCO) and 36th (FARMER) Fighter Regiments. The location of the possible independent (FARMER) squadron for the 12th Division, previously believed housed at Zhucheng, remained unconfirmed at that airfield and may be nonexistent. 25X1 25X1

CAF 30th Division 9

[redacted] 25X1 25X1

CAF 31st Division

10. [redacted] Guozhuang Airfield, situated approximately 50 nm southeast of Jinan, supports the headquarters element and two fighter regiments of the CAF 31st Division. Identified as the 91st and 93rd Regiments, each of the units employ a different model aircraft—one of FARMER and 25X1

[redacted] 25X1

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one of FAGOT/FRESCO. Although no significant activity (excluding construction) was observed for the CAF 31st Division at this airfield during the reporting period, a low count of FAGOT/-FRESCO (six and five, respectively) was observed on imagery of [redacted]

11. [redacted] Zhucheng Airfield, 128 nm east-southeast of Jinan, supports the 92nd Fighter Regiment of this division. This unit utilizes the FARMER in its operations with a normally observed AOB of 25 to 30 aircraft. A lack of coverage extending from late November 1979 prohibited a complete analysis for this installation. Since Zhucheng previously housed a regiment-sized (approximately 40 planes) contingent of FAGOT/FRESCO (these evidently supplanted by the current complement of FARMER sometime prior to [redacted] and with the newly arrived FARMER aircraft possibly involved in the deployment procedures adopted during the Sino-Vietnamese conflict, the exact status of the unit based at Zhucheng Airfield remains unclear.[2]

12. [redacted] Other airfields within the CAF's chain-of-command include those at Wendeng, Jinan East, and Zhoucun. Wendeng Airfield provides the operational support facilities for the CAF 1st Independent Regiment. This mixed-fighter (FARMER, and FAGOT/FRESCO) unit, falling within the Jinan MR AFC structure, is the only CAF independent regiment within Jinan MR. While limited coverage of this airfield precluded any detailed analysis, significant developments included construction activity (discussed elsewhere in this report), as well as the first observation of FANTAN A aircraft at this field. FARMER aircraft from Wendeng also were reportedly involved in the Sino-Vietnamese deployment activities; however, their participation could not be confirmed by photographic intelligence (photint).[2]

13. [redacted] appearance of the FANTAN A represented the second consecutive springtime deployment between the two airfields.[3]

14. [redacted] Jinan Airfield East, also under the operational control of Jinan MR AFC Headquarters, houses an air order-of-battle normally consisting of one to two COLT, seven to ten HOUND helicopters, and an average of 13 MAX/MOOSE. A unit identification has not been established for this airfield; however, the field's irregularly shaped sod landing area, its location near the MR AFC Headquarters, and type of aircraft indicate its use in a training capacity.

15. [redacted] The CAF 13th School, directly subordinate to CAF Headquarters in Beijing, is at Zhoucun Airfield. Utilized for training, this circular sod field houses a normal complement of 36 to 40 MAX/MOOSE. No unusual activity was observed for this unit during the encompassing dates of this report.

PART II. CHINESE NAVAL AIR FORCE UNITS

Introduction

16. [redacted] North Sea Fleet Chinese Naval Air Force (NSF/CNAF) Headquarters, located in Qingdao City and subordinate to Chinese Naval Air Force (CNAF) Headquarters in Beijing, exercises operational control over four naval air divisions, three independent regiments, one independent squadron, and one training school. Additionally, the CNAF 2nd School, at Qingdao/Cangkou, is directly subordinate to CNAF Headquarters (Figure 1 and Table 2). 25X1 25X1

CNAF 1st Division and 5th Independent Regiment

17. [redacted] Laiyang Airfield, situated approximately 50 nm northeast of the Qingdao area, is home base for two principal CNAF bomber units—the 3rd Regiment for the 1st Division, and the 5th Independent Regiment. Significant activity involving these two BEAGLE regiments included the return of approximately 24–26 aircraft from their Vietnamese border augmentation assignment at Haikou. The deployment of these two regiments in early January 1979, in conjunction with five CNAF 6th Division FARMER aircraft out of Nanjing MR, provided the only naval unit participation from bases outside Guangzhou MR.[2] Additionally, the assignment of CNAF BEAGLE to Haikou Airfield during the Sino-Vietnamese conflict represented the first deployment of such aircraft to a south China airfield since the Xisha Island's crisis in 1974.[4] 25X1 25X1 25X1 25X1

18. [redacted] During their temporary deployment to Hainan Island, the two BEAGLE regiments participated in mobility training exercises, bombing practice, night flying operations, overwater reconnaissance/ship sightings, as well as air intercept activities. The 3rd and 5th Regiments returned to Laiyang in mid-December and early April, respectively. 25X1 25X1 25X1

19. [redacted] Of special interest at Laiyang is the actual configuration of the BEAGLE aircraft. Figure 3 provides a demonstrative example of the three known models of this bomber presently in use within the 5th Independent Regiment. It was previously believed that those aircraft having wingtip-mounted fuel tanks were employed primarily in reconnaissance-oriented roles (vice their utilization in long-range bombing missions); however, the mere presence of such tanks is not believed to provide conclusive photographic evidence with respect to mission employment. Additionally, the presence of elongated pods, which reportedly provide an electronics intelligence (elint) capability, are, like the wingtip-mounted fuel tanks, believed to be an inconclusive indicator of of a unit's mission. 25X1 25X1 25X1

20. (S/D) Other aircraft observed at Laiyang during the reporting period (but not a part of the normal air order-of-battle for the airfield) included five to nine BADGER seen between [redacted] 25X1

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and [redacted] and 14 BAT observed on [redacted] tember. The BADGER were probably deployed from Shahe Airfield [redacted] in Beijing MR where the normal BADGER complement was absent during this period.

CNAF 2nd and 7th Divisions

21. [redacted] The 5th and 6th Fighter Regiments, along with principal headquarters elements, CNAF 2nd Division, are deployed at Yantai Airfield South which is approximately 46 nm northeast of Laiyang on the Shandong Peninsula. These two regiments normally consist of both FARMER (6th Regiment), as well as FAGOT/FRESCO (5th Regiment) aircraft. The AOB count for the two units remained normal, or near normal, throughout the reporting period and no unusual activities were observed. [redacted]

[redacted]

22. [redacted] Additional units of the CNAF 2nd Division, including its independent squadron and the 4th Fighter Regiment, are housed at Qingdao/Liu-ting Airfield, approximately 90 nm southwest of Yantai and 10 nm north of the city of Qingdao. This airfield also services fighter regiments and the independent squadron of the CNAF 7th Division, making it the only CNAF airfield within Jinan MR that supports elements from different divisions. In view of the collocation of two divisional units at Qingdao/Luiting, a precise operational overview for each of the major elements remains incomplete; however, some inferences regarding unit operational status may be drawn from the information presently available.

[redacted]

FARMER-oriented regiment. Certainly, the current photographically ederived AOB supports bears this hypothesis, since all remaining units, except the 4th Regiment for the 2nd Division, employ the FARMER as their principal operational aircraft. An alternate possibility, in the form of the 20th Regiment for the 7th Division, may also exist to explain this recent increase in FARMER. This regiment, although reported to be housed at Qingdao/Liu-ting, thus far, has had no aircraft ascribed to it. The possibility exists, therefore, that an attempt is underway to fulfill the necessary equipment requirements of the unit, perhaps even with the newer FARMER G models like those at Gaomi. 25X1 25X1

CNAF 3rd Division and 1st School

25. [redacted] Elements of a fourth naval air division within Jinan MR, represented by a bomber regiment of the CNAF 3rd Division, is at Jiaoxian Airfield. The airfield, situated approximately 17 nm west-northwest and 15 nm east-southeast of the airfields at Qingdao/Luiting and Gaomi, respectively, also reportedly houses the 1st Regiment, CNAF 1st School. 25X1 25X1

26. [redacted] The bomber regiment at Jiaoxian (tentatively identified as either the 7th, 8th, or 9th Regiment) has normally employed 18 to 20 BEAGLE in its operations. Coverages obtained in late March and mid-May 1979, however, revealed 43 and 35 BEAGLE, respectively. It is probable that this increase in BEAGLE was temporary since the normal complement of BEAGLE (17 to 25 planes) at Shahe Airfield [redacted] in Beijing MR, which houses the remainder of the CNAF 3rd Division, was reported out of garrison during this time period. 25X1 25X1 25X1 25X1 25X1

27. [redacted] The 18 MAX aircraft, representing the 1st Regiment, CNAF 1st School, reported to have arrived at Jiaoxian Airfield in November, could not be confirmed because of an absence of coverage extending over the past 13 months.[6] 25X1

Other CNAF Units

28. [redacted] Additional CNAF units include the 1st and 3rd (previously the 6th) Independent Regiments and the 1st (previously the 2nd) Independent Squadron (subordinate to NSF/CNAF Hq), as well as the CNAF 2nd School which is directly subordinate to CNAF Headquarters.[7] All of the above units, except a small complement (usually five aircraft) of 1st Independent Regiment MADGE assigned to Qingdao Seaplane Station, are housed at Qingdao/Cangkou Airfield. 25X1 25X1

29. [redacted] Significant activities involving units at Qingdao/Cangkou included the participation by 3rd Independent Regiment SUPER FRELON helicopters in CSS-X-4 ICBM launch preparation exercises.[8] Exercises by the SUPER FRELON prior to the two May 1980 launches included their flying to, from, and between unidentified naval vessels believed to be a part of prelaunch and payload recovery training. It is possible that the 1st Independent Regiment MADGE was also involved in the launch operations. 25X1

PART III. MODIFIED FARMER AIRCRAFT IDENTIFIED

30. (TSR) Coverage of [redacted] and subsequent imagery obtained in June confirmed the modification of FARMER G aircraft with wingtip-mounted weapons pylons/launch rails at Gaomi Airfield.[9] The FARMER aircraft with a weapons pylon/launch rail was initially identified and reported to be a FARMER D Modified (Variant B); however, subsequent analysis utilizing de- 25X1

(Continued p. 6)

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Table 1.
Chinese Air Force Units (Items keyed to Figure 1)
This table in its entirety is classified TOP SECRET RUFF [redacted]

Item	Unit	Airfield BE Number Coordinates	Runway L x W (m) Orientation Surface	Auxiliary L x W (m) Orientation Surface	Landing Aids Precision Approach Radar (PAR) Nondirectional Beacon (NDB)	Average AOB at Airfield	Remarks
CHINESE AIR FORCE (CAF) HQS							Located in Beijing
JINAN MR AIR FORCE COMMAND HQS							Located in Jinan City
CAF 5th Division							
1	CAF 5th Div Hqs 13th, 14th, or 15th Regt 13th, 14th, or 15th Regt	Weifang Airfield [redacted] 36-38-51N 119-07-12E	2,006 x 79 NNW/SSE Concrete		NDB, PAR	42 FANTAN A, 3 FARMER, 7 FRESCO 20–22 FAGOT, 2 COLT	Bunker essentially complete
2	13th, 14th, or 15th Regt	Gaomi Airfield [redacted] 36-23-10N 119-42-50E	2,009 x 61 NNW/SSE Concrete slab		NDB, PAR	28–32 FANTAN A, 20–28 FARMER	Up to 4 FAGOT/FRESCO observed occasionally; bunker in support area ucon
CAF 12th Division							
3	CAF 12th Div Hqs 35th Regt 36th Regt 12th Div Ind Sqdn 34th Regt	Jinan Airfield [redacted] 36-40-33N 116-55-17E Unlocated See item 2	2,234 x 63 N/S Concrete	1,215 x 101 NNE/SSW Sod	NDB, PAR	37 FARMER, 28 FAGOT/FRESCO, 1–2 CAB, 16 COLT 1–2 HOUND	Div ind sqdn may be nonexistent; new barracks area ucon; aux runway under repair in Jun 80
CAF 30th Division							
	88th or 89th Regt	Unlocated					
CAF 31st Division							
4	CAF 31st Div Hqs 91st Regt 93rd Regt	Guozhuang Airfield [redacted] 35-59-50N 117-37-31E	2,195 x 49 NW/SE Concrete slab		NDB, PAR	30–35 FARMER 28–30 FRESCO, 4–5 FAGOT, 1–2 COLT	Bunker ucon in barracks
5	92nd Regt	Zhucheng Airfield [redacted] 36-01-45N 119-26-15E	2,103 x 195 N/S concrete slab		NDB, poss PAR	25–30 FARMER, 1 COLT	
Independent and Unidentified Units							
6	CAF 1st Ind Regt	Wendeng Airfield [redacted] 37-11-03N 122-13-38E	2,003 x 61 NNE/SSW Concrete slab		NDB, PAR	16 FARMER, 13 FAGOT/FRESCO, 2 COLT	Bunker essentially complete
	CAF 4th Ind Sqdn	See item 3					
7	Unid	Jinan Airfield East [redacted] 36-42-45N 117-16-40E	928 x 588 N/S Irregular sod		None 1–2 COLT	13 MAX/MOOSE, 7–10 HOUND	
CAF 13th SCHOOL HQS							
CAF 13th School							
8	CAF 13th School Hqs CAF 13th School	Zhoucun Airfield [redacted] 36-48-32N 117-53-38E	1,484 x 80 N/S Sod	1,498 x 83 N/S Sod	None	36–40 MAX/MOOSE	Field is circular; diameter of 1,765 meters
CIVILIAN AIR ADMINISTRATION OF CHINA (CAAC)							
CAAC 2nd Wing							
	CAAC 13th Group	See item 3					Airfield closed during Apr 80 to CAAC traffic

Table 2.
Chinese Naval Air Force Units (Items keyed to Figure 1)
This table in its entirety is classified TOP SECRET RUFF [redacted] 25X1

Item	Unit	Airfield BE Number Coordinates	Runway L x W (m) Orientation Surface	Auxiliary L x W (m) Orientation Surface	Landing Aids Precision Approach Radar (PAR) Nondirectional Beacon (NDB)	Average AOB at Airfield	Remarks
CHINESE NAVAL AIR FORCE (CNAF) HQS **NORTH SEA FLEET/CNAF HQS**							Located in Beijing Located in Qingdao
CNAF 1st Division							
1	3rd Regt	Laiyang Airfield [redacted] 36-57-47N 120-35-15E	2,195 x 81 NW/SE Concrete		NDB, PAR	35–40 BEAGLE	Usually 7–8 with wingtip-mounted fuel tanks, 1 with prob elint pods
CNAF 2nd Division							
2	2nd Div Hqs 5th Regt 6th Regt	Yantai Airfield South [redacted] 37-23-58N 121-22-04E	2,000 x 61 NE/SW Concrete		NDB, PAR	31 FARMER, 26 FAGOT/FRESCO, 2 COLT	
3		Yantai Southwest Airfield [redacted] 37-25-32N 121-19-11E	2,039 x 31 NNW/SSE Concrete		None	None	Alert strip for Yantai South
4	4th Regt 2nd Div Ind Sqdn	Qingdao/Luiting [redacted] 36-15-40N 120-22-32E	2,228 x 61 NNW/SSE Concrete slab		NDB, PAR	59 FARMER, 25 FAGOT/FRESCO	
CNAF 3rd Division							
5	7th, 8th, or 9th Regt	Jiaoxian Airfield [redacted] 36-19-40N 120-01-40E	2,007 x 81 NNW/SSE Concrete	1,580 x 59 NNW/SSE Sod	NDB	35-40 BEAGLE	Increase is probably temporary, previous AOB has been 18–20 BEAGLE
CNAF 7th Division							
	7th Div Hqs 19th Regt 20th Regt 21st Regt 7th Div Ind Sqdn	See item 4					
Independent Units							
6	CNAF 1st Ind Regt	Qingdao/Cangkou [redacted] 36-09-34N 120-23-15E	898 x 53 (1,487 w/sod NW/SE Concrete & asphalt	917 x 52 NE/SW Concrete & asphalt	Prob NBD	3–4 BEAGLE, 1–2 CAB 3–4 COLT 5–8 Super FRELON 10–12 HOUND	Aux runway used as taxiway, heliport
7		Qingdao seaplane station [redacted] 36-03-11N 129-17-11E	64 x 28; 59 x 26 ramps to aircraft parking area Concrete	80 x 27 ramp to aircraft maint area Concrete	poss NDB	5 MADGE	
	CNAF 3rd Ind Regt	See item 6					
	CNAF 5th Ind Regt	See item 1					
	CNAF 1st Ind Sqdn	See item 6					
CNAF 1st School							
	1st Regt	See item 5					
CNAF 2ND SCHOOL AIRFIELD UNDER CONSTRUCTION			See item 6				
Unidentified Subordination							
8	N/A	Jining Airfield [redacted] 35-17-40N 116-20-00E	2,745 x 37 NE/SW Concrete		None	None	Dispersal taxiways 75% completed on [redacted]
9	N/A	Yidu Airfield [redacted] 36-35-35N 118-37-37E	2,850 (est length) N/S Ucon		None	None	Dispersal taxiways 50% completed; extend into prob drive-thru aircraft bunker

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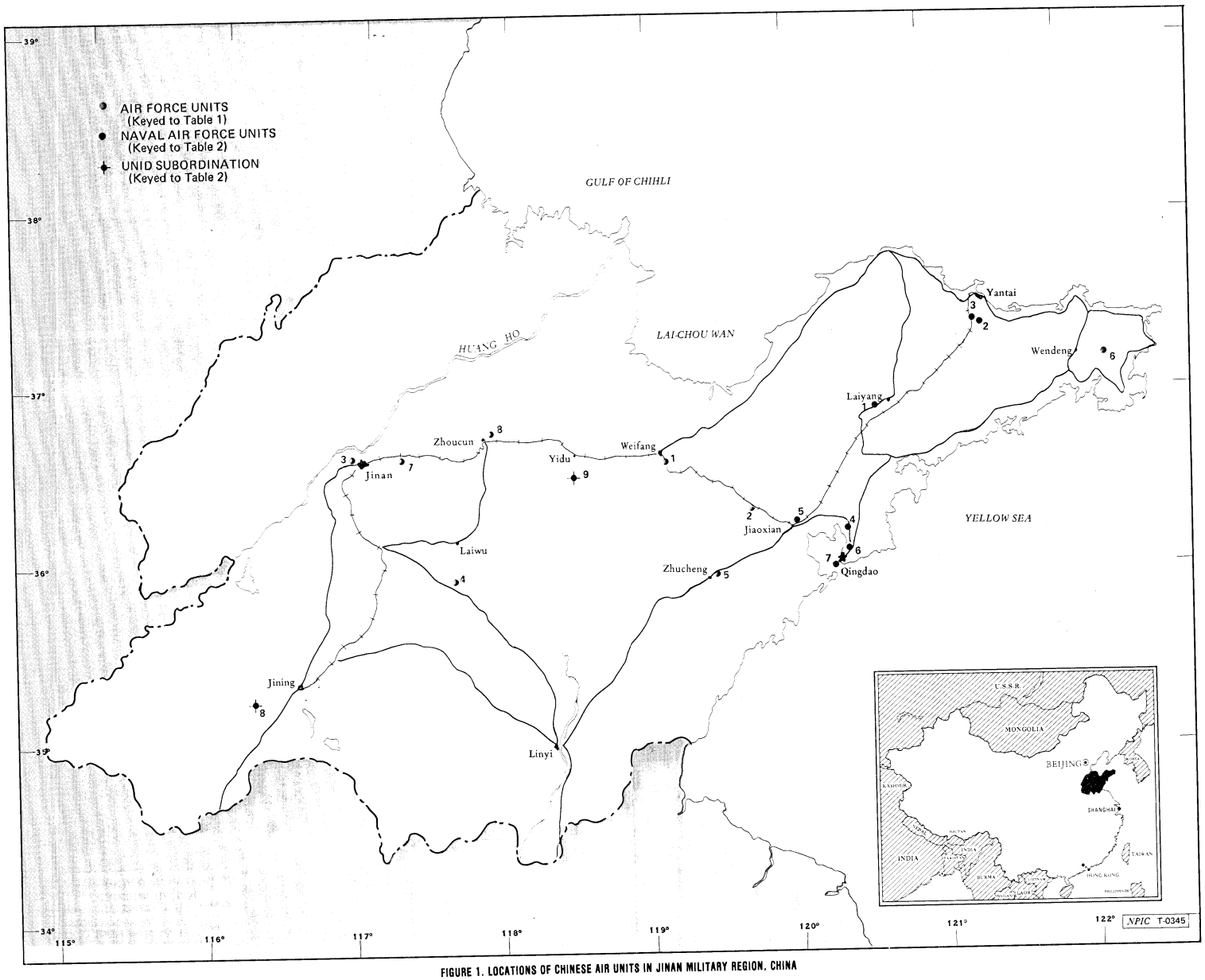

FIGURE 1. LOCATIONS OF CHINESE AIR UNITS IN JINAN MILITARY REGION, CHINA

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tailed mensuration, revealed the aircraft to be the FARMER G, previously designated the FARMER (Modified Wing).

31. ( ) The FARMER G modification at Gaomi (the first observation in China) was originally thought to be an anomaly; however, coverages of confirmed the existence of 11 and 13 probable FARMER G, respectively with the weapons pylon/launch rail on each wingtip (Figure 4). On imagery of only one weapons pylon/launch rail was observed. The FARMER G appears to be the standard FARMER model employed by units (the CAF 5th and 12th Divisions) at Gaomi with other models including the FARMER D and F versions. It is possible that the presence of such a large number of FARMER G at the airfield represents an attempt to upgrade/replace the other older versions of this aircraft.

PART IV. CONSTRUCTION ACTIVITY

32. (S/D) Significant construction-related activities, observed throughout the reporting period, included command and control (C&C) bunkers at four airfields, the closing of Jinan Airfield for runway repairs, and the continued construction of two new airfields at Yidu and Jining.

33. (S/D) The construction of hardened facilities observed at Gaomi, Weifang, and Wendeng Airfields (and previously identified and reported in an earlier report) was either complete or near the final stages as of Unlike the two hardened facilities at Weifang and Wendeng, which will probably be employed in a C&C/alert crew role, the structure at Gaomi is a drive-through facility, approximately 275 meters in length. Although this storage bunker is serviced by a meter-wide concrete ramp at each end, no conclusive evidence of the ramps being used by vehicles has been observed to date.

34. (S/D) In addition to the hardened storage facility at Gaomi, the construction of a bunker at the northeast corner (approximately 1,600 meters east-southeast of the reference point) of the housing/support area at the airfield continued throughout the period of the report. Analysis of imagery obtained thus far indicates that the bunker is to be utilized in a probable C&C/alert crew role. Imagery of showed the bunker undergoing apparent waterproofing, indicating that the facility was at least almost externally complete. The completion of a probable new control/operations building adjacent to the runway area also was observed at Gaomi. This multistory building will apparently replace the present control tower/operations building which had evidently been structurally damaged (possibly a fire or small explosion).

35. (TSR) Construction of the fourth probable C&C bunker, at Guozhuang Airfield, was apparently initiated sometime in late March or early April 1979. Figure 5 shows the excavation activity (and the pertinent mensuration data) as it appeared on indicated that the roof section of the bunker had been completed and that the facility overall was in the final stages of construction.

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36. The closing of Jinan Airfield to Civilian Air Administration of China (CAAC) traffic also was observed. Although a lack of coverage during April prohibited the confirmation of the repair-related closing, subsequent imagery on revealed the auxiliary (sod) runway to be undergoing repairs (possibly resurfacing); however, the exact nature and extent of the repairs could not be determined. Additionally, a new barracks area was obseveral under construction westward away from the northwest corner of the airfield. The buildings already completed are primarily multistory, masonry structures which, when completed, could serve as a replacement facility for the present administration area at the airfield.

37. (S/D) The construction of two new airfields within Jinan MR was continuing at Jining and Yidu. Numerous pieces of heavy-duty earth-moving and grading equipment remained active at Jining Airfield and the pace of construction appeared to have quickened. Although limited coverage precluded a complete analysis of the installation, the main runway and approximately 75 percent of the parking apron appeared to be complete on the latest imagery received on Construction also appeared to have been stepped-up on the two dispersal taxiways extending to the probable hardened aircraft bunkers.

38. (S/D) Yidu Airfield, approximately 6.5 nm south-southeast of Yidu and adjacent to Yidu SSM Technical Training Facility (remained in the early-to-mid-stages of construction throughout the reporting period. Significant progress was observed at the airfield, including the completion of two large hangars and numerous support buildings (Figure 6). Additionally, work on the two dispersal taxiways, which approach from opposite ends of the airfield and possibly join to form a drive-through, hardened bunker facility, appeared to be almost in final stages of completion. The main runway area, not yet clearly defined, was still undergoing excavation and grading operations.

39. (S/D) Other construction activity included a general upgrading of electronics-related facilities at many of the airfields, specifically, the addition of environmental sheds and radar equipment associated with precision approach radar systems (Figure 7). Tables 1 and 2 provide information concerning the type of navigational aids employed at each of the airfields. No instrument landing systems were observed in use in Jinan MR.

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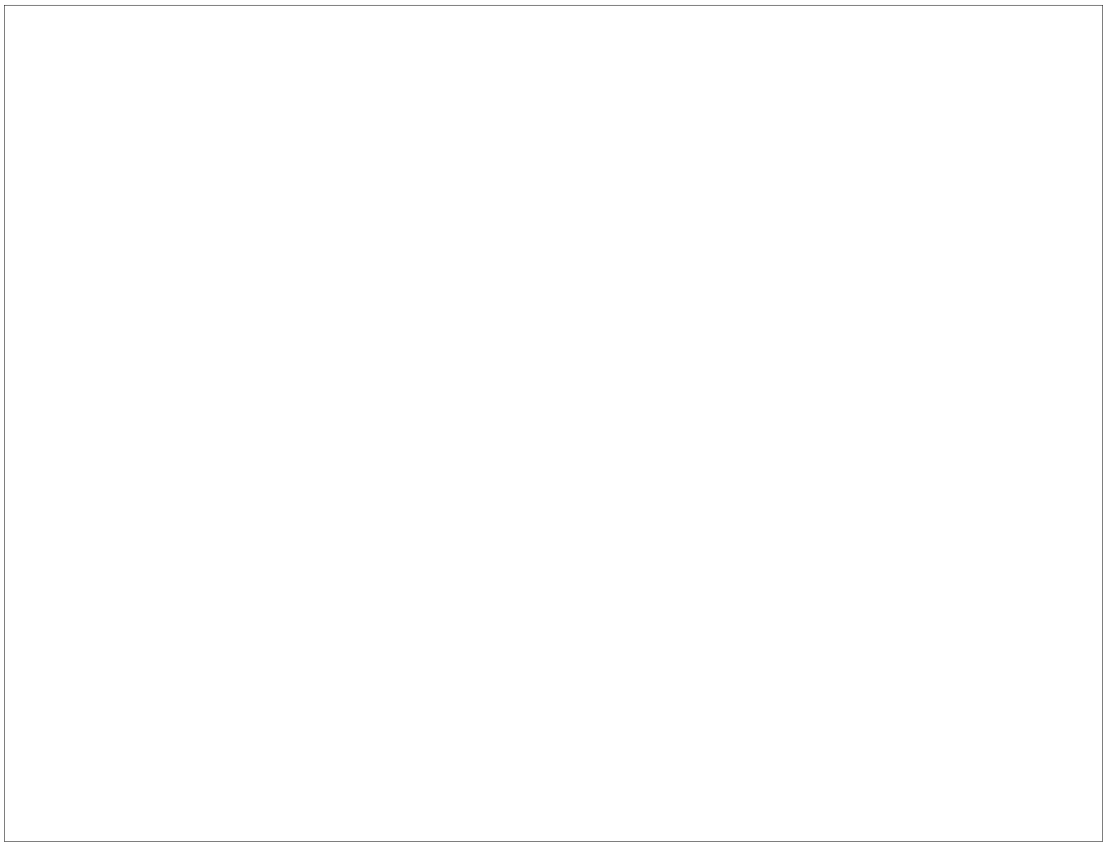

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